



JANUARY, 1986

CHAPTER 27 NEWSLETTER

JANUARY, 1986 ISSUE

Meetings Held on the Second Sunday of the Month at Meriden-Markham Airport, Meriden, CT

HOMeward BOUND



Photo shows Chuck Carothers (EAA 51316) boarding his CAM Special for the trip to his home base of Lincoln, Nebraska after putting on a super air show at Idaho Falls, Idaho. He spent almost 5 years in building the plane and flies it in air shows all over the country. Unfortunately he recently crashed the aircraft in a dead stick landing while filming an aerobatic sequence for a local television program and was seriously injured. He landed just short of the runway and cartwheeled. It took firefighters more than an hour to remove him from the wreckage.

NEXT MEETING IS SUNDAY, JAN. 12

The January meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, January 12, 1986. Time—10 a.m.

1986 CALENDARS

Sheila Seemann still has a few EAA 1986 calendars for sale. If you don't have yours yet use the form or pick one up at this month's meeting.

PLANE FARE CAFE OPENS AT MERIDEN AIRPORT

We would like to welcome Joe Korb, the new proprietor of the renamed **PLANE FARE CAFE** at Meriden-Markham Airport. Joe, working along with his parents, Relon and Charlie Korb, opened for business on December 19th.

The restaurant is open from 5:30 a.m. to 5 p.m., 7 days a week. Would also be open later than 5 for special occasions. Featured specials each day include soups and stews (all home made) at \$2 to \$3—Breakfast special for only \$1.45 (2 eggs potatoes, toast, coffee). Foot long hot dogs.

REMEMBER—IT'S JAN. 12 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

As the new year is rapidly approaching I would like to summarize some of our accomplishments during 1985:

- Chapter 27's membership has risen to 42 people!
 - We had a fine static display at the Meriden airshow!
 - Our summer picnic/pool party turned out great!
 - We had a variety of presentations at our monthly meetings!
 - Our Chapter Bulletin Board was well received by many people!
 - We shared a fine dinner and good company at our Christmas Party!
- (Speaking of our Christmas Party, I would like to thank George Molina for his efforts in putting this fine function together.

Many of our chapter members had an opportunity to attend Meriden Airport's Christmas Party on December 15 and, on behalf of the membership I would like to thank Meriden Airways for sponsoring such a nice event. We all got to enjoy some fine hors d'oeuvres, drinks, music and good company.

We are about to enter a new year and I'm confident we are all looking forward to an exciting time. This year we have plans to compile a magazine article about our chapter and we will be soliciting your input. I'm being told we are going to see the Bullock/Seemann Ercoupe flying this spring. We are also looking forward to seeing Doug Brady's Starduster on the line in Meriden. Many of our members will be embarking on their own projects this year; including a couple of Skybolts.

Let's make a banner year for our Chapter of the EAA as well. I'm urging each and every one of you to participate in our chapter activities and bring your ideas for making our chapter even more successful to my attention.

See you all at our January meeting.

Happy Flying!

Jim Simmons

IFR RATING RULES EASED

The minimum flight time needed to apply for an instrument rating has been significantly reduced to "encourage earlier training in and development of instrument flying skills."

In a revision to Federal Aviation Regulation (FAR) Part 61, a pilot with 125 hours of flight time, including 50 hours of cross-country as pilot in command, may acquire an instrument rating. The previous minimum was a total of 200 hours of flight experience.

AOPA had advocated such changes to the rules as a benefit for thousands of pilots wishing to continue flight training shortly after they acquire their private pilot certificates. Under the previous requirements, pilots with 60 to 70 hours were forced to accumulate some 100 more hours before even beginning instrument rating training.

VIDEOTAPE PRESENTATIONS PLANNED FOR OUR JANUARY MEETING

During our January 12, 1986 meeting we plan to be presenting two interesting videotapes:

Introducing the Ellison Throttle Body Fuel Injection System

An interesting tape which very graphically demonstrates the effects of carburetor icing.

Byron RC Models

This videotape features an interesting look at RC aircraft today and also features a simulated attack on a Japanese held island in the Pacific during World War II.

I'm confident you'll find them both informative and entertaining. See you there.

PILOT VIGNETTES

Jeff Davenport

I started flying when I was 15 years old. I was a line boy at Meriden Airport, trading my work for flying time. When I turned 16, I had to stop flying and get a "normal" job to pay for a car and all the other things one wants when they start driving. About two years later I started my flying again because a friend was also going for his ticket. This sparked by interest anew, and within the year I had my ticket and was looking for a plane. I bought a Cessna 140 two years ago and have been happy ever since.

Everyone always wants more performance. Watching and talking to Dave Hax about flying his RV-3 just about sealed my fate for probably three years when I decided to build my own airplane—an RV-4. This was the performance I was looking for.

I also discovered the EAA. This was really a big help. These people will go to great lengths to help you. Dave Hax has been of great help to me. He also let me fly his airplane—this is just about the equivalent of borrowing his wife for half an hour. Now I am completely brainwashed and am spending 15 to 18 hours a week working in my garage. So, in about two years you might see an RV-4 doing strange things in the air over Meriden and the person inside will have a smile on his face.

This is what the EAA is all about — helping people with their dreams. Mine is coming true.

CHAPTER 27 OFFICERS FOR 1986

President—Jim Simmons
Vice President—George Molina
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

THE FISHER BIPLANE

SOUTH WEBSTER, OHIO—Fisher Flying Products introduced a cute little biplane at Oshkosh that they are calling, you guessed it, the FP-404. Resembling a miniature Pitts, the aircraft has a semi-symmetrical airfoil with full span ailerons on the lower wing.

According to Mike Fisher, president of the company, the FP-404 has a quick response to control inputs about all axes, yet it is very stable in straight and level flight. "This airplane was designed to be a fun machine for the experienced pilot; it is not for the novice," he said.

Like Fisher's other aircraft, the FP-404 is built from aircraft quality wood and fabric using their proven geodetic structure. The company claims to have more than 1,000 geodetic aircraft kits in the field, and when built according to the plans, there have not been any structural problems. Pre-cut wood and hardware parts and full-scale plans, make building a Fisher kit similar to assembling a large model.

Flight testing of the FP-404 has been conducted with both the 28 hp Rotax 277 and the 40 hp Rotax 447 engines. Fisher plans to make the aircraft available with either engine. Wingspan of the airplane is 18 feet, while wing area is 120 square feet. The length is 14 feet, 6 inches, and height is 5 feet, 5 inches. With an empty weight of only 252 pounds including the 40 hp powerplant (gross weight 485 pounds), it is evident that the FP-404 has the potential to produce the excellent performance reported by the factory.

Low operating costs, quick breakdown for trailering or storage and a reasonable initial price for the FP-404 combine to make it an affordable fun machine.

Construction time is estimated at between 250 and 300 hours. Field assembly time is 15 minutes.

TECHNICAL COUNSELOR REPORT

Yes . . . it makes good sense to keep your antennas clean. The ones I am referring to are the transponder, DME, ADF loop and marker beacon antennas. These antennas are usually mounted on the belly of the plane. The oil, dirt, grime and exhaust gases do take their toll on these antennas from the operating standpoint, especially if the antennas are the open-type like the transponder three-inch spike or the DME spike.

These antennas are working around 10,000 megacycles and the grime build-up around the antenna can cause a radiated signal to be somewhat shorted to ground through the dirt and grime. I have experienced a number of calls (for transponder operation) that was due to oil and dirt on the antenna. Cleaning the antenna solved the problem. The blade type antennas are not bothered with this problem to any great extent. The spike is mounted inside a little radome to protect it from the elements. Keeping all the antennas on the bottom of your plane clean makes good sense.—**Walt McDonald, EAA Chapter 656, Lockport, New York.**

CALENDAR OF EVENTS

JAN. 13-14—SINGAPORE—Asian Aircraft Engineering and Maintenance Conference at the Hyatt Regency Hotel. Sponsored by the Civil Aviation Authority of Singapore.

MARCH 16-22—LAKELAND, FLORIDA—12th Annual Sun 'n Fun Fly-In, hosted by the Experimental Aircraft Association. Contact, Sun 'n Fun Office, P.O. Box 6750, Lakeland, FL 33807.

APRIL 25-27 — KILL DEVIL HILLS, N.C. — The fourth annual Wilbur Wright Fly-In at the Wright Brothers National Memorial. Saturday night banquet with awards for best dressed aviator and aviatrix. Event celebrates the birthday of Wilbur Wright, April 16, 1867. Aircraft will be judged with competition in five classes — homebuilt, ultralight, antique, classic and warbird. Sponsored by the First Flight Society, the National Park Service and Experimental Aircraft Association Chapter 339 of Norfolk, Va. The Civil Air Patrol will assist in the event, which also includes an antique and collectible auto show. Contact: Gene O'Brien, managing director, First Flight Society, P.O. Box 1903, Kitty Hawk, N.C. 27949. Telephone (919) 441-3761.

JULY 19-27—QUEBEC, CANADA—First Air Rally of Quebec, including about 50 light airplanes touring the northern part of the Province of Quebec and landing at bush airports formerly used to develop the James Bay Hydro-electric project. Pilots and their passengers will sleep in tents and receive meals prepared by cooks flown in on "reliable DC-3s," according to organizers. Contact International Air Rally Organization, 1860 Broadway, Suite 1406, New York, N.Y. 10023.

FIRST SOLO IN THE QUICKIE-2

Congratulations are in order for Bob Kinney of Chapter 27 on having soloed his Q-2 on Saturday, January 4th. We know the feeling of a first solo but not in an aircraft of one's own building.

WANTED

HONDA CIVIC ENGINE—EB 2 or 3. Must have aluminum block. Fred Troske. 753-7833.

CESSNA 150 OR 152—Other aircraft of comparable size considered. Morris Dibner, 34 Welton Street, New Haven, CT 06513. (203) 776-7592.

FOR SALE

TABLE SAW—Eight-inch with attachments including dado head and moulding head. Fred Troske 753-7833.

1986 EAA CALENDAR OFFER Mail to: **LAKE CHARLES, LOUISIANA**
ing and Maintenance Conference at the Hyatt
Regency Hotel. Sponsored by the Civil Aviation
Authority of Singapore.

EAA CHAPTER 27
c/o Ms. Sheila Seemann
89 Earl Avenue
Hamden, CT 06514

Please place my order for the 1986 Calendars as listed below:

QUANTITY ORDERED: x \$4.00 each —

(Total Amount Enclosed)

NAME:

STREET:

CITY, STATE, ZIP:

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

JULY 19-27—QUEBEC, CANADA—First Air Rally of
Quebec, including about 50 light airplanes four-
ing the northern part of the Province of Quebec
and landing at push airports formerly used to
develop the James Bay Hydro-electric project.
Pilots and their passengers will sleep in tents and
receive meals prepared by cooks flown in on
"reliable DC-3s," according to organizers. Con-
tact International Air Rally Organization, 1800
Broadway, Suite 1408, New York, N.Y. 10023.

According to Mike Fisher, president of the com-
pany, the FP-404 has a quick response to control
inputs about all axes, yet it is very stable in straight
and level flight. "This is a machine for the experienced pilot, it is
not for the novice," he said.

Like Fisher's other aircraft, the FP-404 is built
from aircraft quality wood and fabric using their
proven geodesic structure. The company claims
to have more than 1,000 geodesic aircraft kits in
the field, and when built according to the plans,
there have not been any structural problems. Pre-
cut wood and hardware parts and full-scale plans
make building a Fisher kit similar to assembling
a large model.

Flight testing of the FP-404 has been conducted
with both the 28 hp Rotax 327 and the 40 hp Rotax
447 engines. Fisher plans to make the aircraft avail-
able with either engine. Wingspan of the airplane
is 18 feet, while wing area is 120 square feet. The
length is 14 feet, 6 inches, and height is 5 feet, 5
inches. With an empty weight of only 325 pounds
including the 40 hp powerplant (gross weight 425
pounds), it is evident that the FP-404 has the poten-
tial to produce the excellent performance reported
by the factory.

Low operating costs, quick breakdown for
trailing or storage and a reasonable initial price
for the FP-404 combine to make it an affordable
fun machine.

Construction time is estimated at between 250
and 300 hours. Field assembly time is 15 minutes.

FIRST SOLO IN THE QUICKIES

Congratulations are in order for Bob Kinney of
Chapter 27 on having soloed his Q-2 on Saturday,
January 4th. We know the feeling of a first solo but
not in an aircraft of one's own building.

TECHNICAL COUNSELOR REPORT

Yes... it makes good sense to keep your an-
tennas clean. The ones I am referring to are the
transponder, DME, ADF loop and marker beacon
antennas. These antennas are usually mounted on
the belly of the plane and their foil on these antennas
must gases do take their toll on these antennas
from the operating aircraft, especially if the
antennas are like the transponder
three-inch spike or the DME spike.

These antennas are working around 10,000
megacycles and the prime build-up around the an-
tenna can cause it to be removed
shorted to ground through the dirt and grime I
have experienced. (transponder)
er operation) that was due to oil and dirt on the
antenna. Cleaning the antenna
The blade type-antennas are not bothered with this
problem to be sure. It is a matter of
inside a little random to protect it from the ele-
ments. Keeping all the antennas on the bottom
your plane clean makes good sense.—Walt McDon-
ald, EAA Chapter 27, New York

1986 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **BOB SEEMANN, 89 EARL AVENUE, HAMDEN, CT 06514.** (Dues are \$10 per year).

Name City Phone
Street State Zip
Current EAA No. Pilot Rating Held
Do you own an aircraft? Make and Model Registration No.
Do you have a project? How much completed

Meetings Held on the Second Sunday of the Month at Meriden-Markham Airport, Meriden, CT Unless Otherwise Noted